

9 FEBRUARY 1929.

BUREAU OF NAVIGATION
BULLETIN
NUMBER 97.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL

Assignment.

The Officer Personnel Section realizes that a great many officers in the Battle Fleet due for shore duty in the summer desire to send their families east prior to the beginning of the cruise to Panama. To enable them to do so, the Bureau has made an effort to issue the orders of these officers prior to the sailing of the Fleet on 15 January.

Asiatic Station.

The Officer Personnel situation on the Asiatic Station has been demanding a considerable amount of attention on the part of the Detail Section. The Commander in Chief, Asiatic, has furnished the Bureau with a list of replacements that will be required each month up to and including June. To fill these vacancies an effort is being made to keep a nearly equal and constant monthly flow of replacements to the Asiatic, using both government and commercial transportation. In all cases, where possible, transportation is so arranged that officers' families may accompany them.

The Bureau would prefer to send only volunteers to this duty and any officer desiring it should forward his request through official channels. With each officer's orders is forwarded a pamphlet containing information concerning the type of duty, living conditions, schools, climate, food, what to take in the way of clothing, things worth buying and approximate prices; in general a fairly complete book of information concerning duty on the Asiatic Station.

Following is the list of replacements to be sent to the Asiatic Station up to 1 July, 1929:

- 1 Captain
- 3 Commanders
- 16 Lieut. Comdrs. (2 for submarines, 1 aviator)
- 33 Lieutenants (6 for submarines)
- 23 Lieutenants (jg) and Ensigns (3 for submarines)
- 5 Boatswains
- 3 Machinists
- 3 Gunners
- 2 Electricians, 2 Radio Electricians, 1 Carpenter.

Commendation.

On 29 January, the Secretary of the Navy addressed letters of commendation to Lieutenant George Fried, U.S.N.R., and Lieutenant Harry Manning, D-M, U.S.N.R. To Lieutenant Fried, the Secretary wrote,

"1. The Department has shared with the rest of the reading public the thrilling newspaper accounts which recently electrified the world describing your successful rescue of the master and crew of the disabled Italian steamer Florida off the Atlantic Coast, 23 January 1929.

"2. From these accounts it appears that the Florida had become so seriously damaged as a result of a North Atlantic hurricane as to be in an absolutely helpless condition and in immediate danger of sinking, her crew having abandoned all hope of succour.

"3. Several other steamers in addition to the vessel under your command heeded her radio signals of distress and rushed to her assistance but due to errors in her reported position the America was the only vessel able to locate her.

"4. Although the America was 350 miles distant from the reported position which you later discovered to be greatly in error, the evidence is abundant that it was through your skillful use of the radio and the radio direction finder that you were able to make correct deductions and so navigate your vessel as to be the only one to make contact. The seaman-like manner in which you laid your vessel to, lowered a life boat and effected the rescue at night in the teeth of a winter gale are worthy of especial note. An equally successful rescue on your part in January 1926 of the crew of the British Steamer Antinoc while you were master of the Steamship President Roosevelt gives eloquent evidence that these rescues are due to your skill as a master mariner and not to mere good fortune.

"5. The conduct of yourself and officers in meeting this emergency with such signal success is deserving of the highest praise.

"6. The Navy is proud of your twenty-eight years service as an officer and enlisted man of the Navy and Naval Reserve. I take great pleasure in commending your heroic conduct as in keeping with the highest traditions of the Navy and the American Merchant Marine.

"7. A copy of this letter will be filed with your official record in the Department."

In his letter to Lieutenant Manning, the Secretary said,

"1. The Department has shared with the rest of the reading public the thrilling newspaper accounts which recently electrified the world, describing the successful rescue effected by the S. S. America of the master and crew of the disabled Italian Steamer Florida off the Atlantic Coast, 23 January 1929.

"2. From these accounts it appears that the Florida had become so seriously damaged as to be in an absolutely helpless condition and in immediate danger of sinking, her crew having abandoned all hope of succour.

"3. The Department has noted with approval the highly seaman-like manner in which you handled the lifeboat at night in the heavy seas of a winter gale and effected the rescue of all survivors. I take pleasure in commending your heroic conduct on this occasion as being in keeping with the highest traditions of the Navy and American Merchant Marine.

"4. A copy of this letter is being filed with your official record in the Department."

Service Record of Lieutenant Fried, U.S.N.R.

Lieutenant George Fried, Master of the S. S. America, enlisted 15 October, 1900, as a landsman for training. On 10 November 1916 he was transferred to Class 1-C in the rating of C.Q.M., (PA) on active duty, attached to the U.S.S. Amphitrite. Promoted to rank of Ensign, Class 1, on 10 August 1917, and on 26 December 1917, to rank of Lieutenant (jg). On 19 October 1918 he was again promoted, executing the oath as provisional lieutenant. On 30 September 1919 he was relieved of all active duty. Subsequent to promotion to the rank of Ensign, Fried served on the Solace and Kentucky as watch and division officer; on the Petrel as Gunnery officer, on the America as navigator, and commanded the U.S.S. Zuiderdijk.

The recent exploit of Lieutenant Fried in rescuing thirty-two men from the sinking ship Florida, almost on the third anniversary of the heroic rescue of the crew of the Antinoo, is a matter of considerable pride to naval officers, particularly to those who are responsible in large measure for his early training. In 1908-1909, Fried served as Ship's Quartermaster of the U.S.S. Washington under then Lieutenant Commander, now Admiral Charles F. Hughes, navigator. When the latter became Executive Officer, he was relieved by Lieutenant Commander Richard H. Leigh, now Chief of Bureau of Navigation. Under the direction of these two officers who now occupy such responsible positions in the naval establishment, it is needless to say that Chief Quartermaster Fried's duties were not restricted to winding the chronometers.

TRAINING

Aviation.

Beginning with the 1st of January, 1929, the elimination and indoctrinal training of officers was suspended for the period of the Fleet's winter cruise. In lieu of officer indoctrinal classes, a number of enlisted men have been ordered to Hampton Roads and San Diego for the purpose of taking an elimination course to determine their fitness for further training at Pensacola. The quota for Hampton Roads is 70 and for San Diego 100. From these groups it is hoped that at least 50 men will be obtained for entry in the class beginning 28 February, 1929, and that a large percentage of these entrants may complete the course successfully.

The class entering Pensacola on 31 January, 1929, will also consist of enlisted men, but, except in a few cases, they will not have had the benefits of a prior elimination course. The performance of this class in comparison with the previous class which will be fortified with the experience gained during the elimination course, will be watched with interest.

Officers Under Instruction.

On 31 December 1928, 528 officers were undergoing special courses of instruction as shown in the following tabulation:

Postgraduate Instruction, Annapolis,	123
" " " civil institutions,	105
" " " practical work,	9
Naval Air Station, Pensacola, naval aviator,	82
" " " " naval observer,	1
Naval Air Station, Lakehurst,	13
Torpedo School, Newport,	24
" " " San Diego,	14
Optical School, Washington, D. C.	1
Communication Class, " " "	6
Naval War College, Newport,	98
Army War College, Washington,	11
Language Instruction, Tokyo,	7
" " " Peking,	3
" " " Paris,	1
Naval Research Laboratory, Anacostia, D. C.,	7
Army Industrial College, Washington,	2
U.M.C. Subsistence School, Chicago,	6
Business Administration, Harvard,	4
Naval Medical School, Washington,	1
New York P. G. Medical School,	1
Brady Urological Institute, Baltimore,	1
U. of P. Medical School, Philadelphia,	5
New York Eye and Ear Infirmary,	1
University of California Medical School,	1
Ieland Stanford Medical School,	1

NAVAL RESERVE:

Cruise of Reserve Officers.

The Commander-in-Chief Battle Fleet and the Commander Scouting Fleet arranged accommodations for a considerable number of naval Reserve officers for the winter cruise, but since the funds available in the Naval Reserve appropriation would not permit giving officers this training with pay only a small number took advantage of the opportunity. The officers assigned to training duty are:

Lieut. Comdr. Churchill Hemphrey, I-V(S)	USS W. VA.
Lieut. Comdr. R. S. Judge, I-V(S)	USS CINCINNATI
Lieut. (jg) R. R. Culbert, E-V(G)	USS DETROIT
Ensign J. A. Lafore, C-V(S)	USS ARKANSAS
Ensign W. R. Baldwin, SC-V(S)	USS ARKANSAS
Ensign F. M. Hitner, E-V(S)	USS ARKANSAS
Ensign A. U. Pabst, A-F	USS DETROIT

Commendation.

The Commandant, Ninth Naval District, recently issued letters of commendation to the following Naval Reserve officers for the efficiency of the organizations under their command:

Lieut. Comdr. I. J. Van Kammen, U.S.N.R., Commander Thirteenth Division, USNR, which for two years in succession has attained the highest final merit in efficiency of any Naval Reserve Division.

Lieut. Comdr. Jay B. Coon, USNR, Commander Fifteenth Division, USNR, which maintained the highest efficiency of cruising attendance for fiscal year 1928.

Lieut. Ernest F. Kiefer, USNR, Commanding Officer, USSC #412, which vessel was judged the most proficient in week-end cruises for the smaller vessels of the Ninth Naval District during the year ending 30 June, 1928.

Lieut. Ola F. Heslar, USNR, Commander Third Naval Reserve Area, which area was judged the most efficient in week-end cruises on board U.S.S. HAWK during fiscal year 1928.

Lieut. Comdr. Harry H. Crow, USNR, Commander Twelfth Division, USNR, which division showed the greatest increase in efficiency during fiscal year 1928.

HYDROGRAPHIC NOTES

Air Charts.

On 12 December 1928, the first issue of the Pilot Chart of the Upper Air - North Pacific Ocean, for January 1929, appeared. This chart is similar to the Pilot Chart of the Upper Air - North Atlantic Ocean - as regards information for aerial navigation of the atmosphere at four levels; that is, the surface, the 2,500-foot level; the 5,000-foot level; and the 10,000-foot level, as well as other facts relating to oceanic circulation, isogonic lines, isothermal lines on the back. The meteorological information contained on this chart relative to data observed at the several observation stations was obtained from the U. S. Weather Bureau.

Navigation Tables.

A new publication - H. O. 208 - Navigation Tables for Mariners and Aviators - has been issued by the Hydrographic Office to the Service. These tables were conceived, and the method and formulas deduced, by Lieutenant Commander J. Y. Dreisonstok, U. S. Navy. They are designed to facilitate the navigation of aircraft and surface craft. Used with the Nautical Almanac, no other books are required. Precision is within 0' .1. The method of solving navigational problems is applied without variation to all problems regardless of the position of the heavenly body, be it sun, moon, planet, or star. It requires few figures and gives a quick solution for determining (a) line of position, (b) compass error, (c) meridian altitude, (d) Great Circle course and distance, (e) identification of unknown stars. The accuracy of the azimuth data fully justifies its use in obtaining compass error. The tables are simple to use.

Eclipse Expedition of 1929.

On board the naval transport CHAUMONT, leaving San Francisco January Twenty-third and San Diego five days later, is the naval eclipse expedition of 1929 sent out to the Philippine Islands under the auspices of the U. S. Naval Observatory.

In administrative charge of the expedition is Commander D.H.J. Keppler, U.S. Navy, who specially applied for this important duty, giving up his assignment in the office of the Assistant Secretary to head the eclipse party. The leading scientist of the expedition is Professor William A. Cogshall of the University of Indiana, an experienced eclipse observer. He is accompanied by his wife as scientific assistant. The scientific staff of the Naval Observatory is represented by Astronomer Paul Sollenberger, the technical supervisor of the Observatory's time service and an expert observer. Looking out for the physical welfare of the eclipse party is Lieutenant H. C. Kellers of the medical corps of the Navy, who is also acting in behalf of the National Museum for the collection of specimens of fauna and flora in the vicinity of the eclipse site. Doctor Kellers has established a sound and growing reputation as a biologist and was especially requested for this duty by the Smithsonian Institute, largely on account of his previous excellent work in the same line in Sumatra during the 1926 eclipse.

The expedition this year proposes to set up its apparatus in the vicinity of Iloilo in Panay and will receive the cooperation of the Manila Observatory in selecting the exact site. The Manila Observatory, under the able direction of Father Selger, is justly famed for its work in the meteorology of the Philippine Islands. After its arrival in the Philippines, Admiral Bristol, Commander-in-Chief of the Asiatic Fleet, will augment the expedition with an expert motion picture photographer and necessary mechanics and helpers. He will also supply a tender for the expedition from among the vessels under his command.

This year's eclipse, which takes place during the afternoon of May ninth is of exceptional importance on account of its long duration, the maximum duration of totality, near Sumatra, being over five minutes. At Iloilo the duration is about $3 \frac{3}{4}$ minutes. Although wholly invisible in the United States, in fact taking place in the dark hours of the eighth of May, the eclipse stretches its beam of darkness over widely separated land areas from the northwestern end of Sumatra, across the Malay State of Kedah, across Siam and southern Cambodia, and finally over the middle group of islands of the Philippines between Luzon to the north and Mindanao to the south, including the important cities of Iloilo, the second in size in the Philippines, and Cebu, where Magellan met his death in his round-the-world cruise.

The Observatory's expedition, in addition to special observations on its own part, is duplicating certain features of the program arranged for the party from the Sproul Observatory of Swarthmore College, which will go to Sumatra. An interesting comparison of data is in prospect, if both parties are favored with clear weather. Several other expeditions are to cover the many phases of this exceptional eclipse. British expeditions from Greenwich and Cambridge are in prospect. Four German expeditions are planned, one from Hamburg possibly operating in the Philippines. Then there are Dutch, French, and Italian expeditions in

preparation, and possibly one from Australia.

The coronal effects of this eclipse will not repeat themselves for another quarter of a century. It is therefore the corona that will receive intensive study this year. Besides a study of the Einstein problem, the various programs contemplate spectrophotometry of the chromosphere and corona both in the red and in the ultra-violet, a study of solar radiation near and through totality, experiments to test the effect of totality on radio transmission, relative intensities of the lines of the coronal spectrum, improved measurement of the wavelengths for the coronal lines with a spectrograph of high dispersion, examination for displacement of the dark lines of the outer corona with a slit spectroscope of high dispersion, a study of coronal rotation with a falling plate spectrograph and an interferometer and with a quartz spectrograph, and other features, including a special study of the shadow-band phenomenon.

LEGISLATION.

Senate Action January 24.

The Senate passed the Department's bill for the repeal of Section 1445 of the Revised Statutes, thereby allowing the legal retirement of all officers at the age of sixty-four years, including dentists now limited to retirement at seventy years.

The bill making appropriation for claims against the Government because of damages and personal injuries incident to the Lake Denmark ammunition explosion was also passed.

The following bills were passed over as they appeared, on objection of the Senators whose names are noted:

- Modification of Pennsylvania and Arizona - Mr. Norris.
- Public Works - Mr. Moses
- Change of age for acting chaplains - Mr. Bruce.
- Validation of retirement and transfer of Reserve
Officers and men - Several senators (unnamed in Record)

House Action January 25.

The House of Representatives took up private bill calendar and passed following naval private bills:

- a. Retirement of former 2nd Lieut. E. A. Blair, USMC.,
- b. Relief of Lieut. L. A. Williams (SC) (\$63.12),
- c. Relief of family of Wang Erh-Ko (Chinaman accidentally killed),
- d. Relief of Lt. T. J. Mulcahy, (SC) (\$315.65),
- e. Promotion on retired list of Ch. Gunner Messenger
(To lieut - retired, after 40 years service),
- f. Payment of Pedro P. Alvarez (Nicaraguan physician, for medical
treatment to woman injured by Cleveland's boat),
- g. Relief of H. A. McGuigan (enlisted man - for emergency hospital
treatment while on leave),
- h. Gold Medals to NC-4 crew (with amendment to give one also to
Comdr. Towers)

- i. Six months' gratuity to Margaret Vaughan (mother of man drowned - Comptroller General had held her not sufficiently dependent).

Senate Action 30 January.

On call of the calendar, the bills for Navy Public Works and for modernization of Pennsylvania and Arizona were again passed over, as was also the bill to validate the retirement and transfer of Reserve officers and men. The bill for the appointment of Acting Chaplains up to the age of thirty-two was passed by the Senate and now goes to the President for final approval, having passed the House.

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OFFICER PERSONNEL

Assignment.

Officers on duty in the Navy Department, and particularly those on duty in the Bureau of Navigation, receive great numbers of inquiries from officers throughout the service regarding duty assignments, the possibility of obtaining a particular assignment, etc. Much of this correspondence may be obviated and equally satisfactory results obtained from familiarity with, and observance of the requirements of the Bureau in matters relating to the assignment of officers.

It is obvious that questions of assignment would in many respects be simplified for the Bureau by giving every officer exactly what he wants. It is equally obvious that this cannot always be done. In any case, as a first step in carrying out its mission of assigning officers in accordance with their eligibility and qualifications for various service needs, the Bureau desires to know exactly what each officer wishes, with the expectation or then meeting those wishes insofar as may be practicable. The Bureau considers that the only proper way for an officer to make known his wishes in the matter of duty assignments is through official channels. To this end, spaces are provided in the fitness report form in which officers may state their preferences for duty. An impression exists among many officers that little or no importance attaches to the entries made on this form. For the benefit of those who entertain this impression it may be stated that in making any assignment the duty preference expressed by an officer, not only on the last but on many earlier fitness reports, is carefully studied. Officers who wish to amplify or emphasize a request for duty should submit an official request, giving several choices and frankly stating whether actual duty or locality is the governing consideration.

In the absence of an officially expressed duty request or when an officer attempts to obtain a desired assignment through personal rather than official correspondence, the natural inference in the Bureau is that the officer either has no preference or does not desire that his request be made a part of his official record. In either case the natural reaction in the Bureau is to consider as more deserving for a particular duty of two otherwise equally qualified officers the officer who has officially requested the duty in question.

Requests are frequently made, through unofficial sources, for information as to what billets are available or will be available about the time the officer concerned expects a change of duty. With the idea that an officer's interest in his profession and knowledge of his personal requirements and qualifications should be sufficient for him to reach a decision and officially state what duty he desires, with second and third choices, confident that his request will at least be carefully considered along with those of other officers who may desire the same duty, the Bureau considers that it is distinctly outside the scope of its functions to inform the service, either officially or unofficially, regarding assignments that may be available to a particular applicant.

Nothing in the above is intended to preclude unofficial correspondence or personal calls by officers in connection with their duty assignments. The Bureau in no sense wishes to be in the relation of an impersonal machine in such matters, but on the contrary desires that all officers feel perfectly free to present their cases as they see fit and to insure their being given a sympathetic hearing. It is desired, however, that all officers clearly understand

that such unofficial correspondence or personal calls are in addition to and in no sense in place of official requests.

Citation.

On Friday, February 15th, at 12:30 o'clock, at the Executive Office, the President presented in the name of Congress, a Medal of Honor to Frank William Crilley, 185-47-83, Chief Gunner's Mate, U. S. Naval Reserve, with the following

CITATION:

"For display of extraordinary heroism in the line of his profession above and beyond the call of duty during the diving operations in connection with the sinking in a depth of water 304 feet, of the U.S.S. F-4 with all on board as a result of loss of depth control which occurred off Honolulu, T. H., on 25th March, 1915. On 17 April, 1915, William F. Loughman, C.G.M., U.S. Navy, who had descended to the wreck and had examined one of the wire hawsers attached to it, upon starting his ascent and when at a depth of 250 feet beneath the surface of the water, had his life line and air hose so badly fouled by this hawser that he was unable to free himself or to either ascend or descend. On account of the length of time that Loughman had already been subjected to the great pressure due to the depth of water and of the uncertainty of the additional time he would have to be subjected to this pressure before he could be brought to the surface it was imperative that steps be taken at once to clear him. Instantly realizing the desperate case of his comrade, Crilley volunteered to go to his aid, immediately donned a diving suit and descended. After a lapse of two hours and eleven minutes, Crilley was brought to the surface having, by a superb exhibition of skill, coolness, endurance and fortitude, untangled the snarl of lines and cleared his imperiled comrade so that he was brought, still alive, to the surface.

"Crilley's descent was undertaken in the face of threatening weather and accomplished at a depth of between 225 and 250 feet in an old type of diving suit that was not adapted to diving at such great depths; when a heavy swell was running in from seaward; and without any footing whatsoever so that any mechanical failure of his apparatus or a false move on his part would have caused instant death.

"Crilley deliberately, knowingly and willingly staked his life in his successful response to the desperate need of his companion diver who had reached the last extremity."

Crilley was born 13 September, 1883 at 585 - Perry Street, Trenton, New Jersey, and now resides at 61 - Hillside Avenue, Verona, New Jersey. He has two brothers in the Navy, Lawrence Crilley, Lt. (j. g.) Retired, 8759 - 138th Street, Jamaica, N. Y., and John J. Crilley, Chief Radioman, U.S. Naval Reserve, #6012 North American Street, Philadelphia, Pa.

Frank William Crilley first enlisted 5 March, 1900, on board U.S.S. RICHMOND at League Island, Pa. as Apprentice, third class, to serve during minority enlistment. During his subsequent continuous service, he has held the ratings of Apprentice, third, second and first class; Seaman, Gunner's Mate, third, second and first class and Chief Gunner's Mate; and held the rank of Gunner in

the U.S. Naval Reserve Force and in the Navy during the World War. He was recalled to active duty from inactive status in the Naval Reserve Force to assist in rescue work on the U.S.S. S-4, sunk as result of a collision off Provincetown, Massachusetts, on 17 December, 1927. He continued in the salvage duty until the vessel was raised in March, 1928. For his services at that time Crilley was awarded a Navy Cross.

Crilley also holds three Good Conduct Badges, for which certain high marks in Professional Qualifications and perfect marks in Conduct are required for entire period of an enlistment for each award; a Cuban Pacification Badge for service on "ILLINOIS" in 1907; Certificate and Medal of Italian Red Cross Society for services performed on the occasion of the earthquake in Sicily, 28 December, 1908, and a letter of commendation from the Secretary of the Navy dated 13 December, 1915 "for excellent work in connection with the salvage of the U.S.S. F-4, particularly for heroic work in the rescue of Chief Gunner's Mate William F. Loughman, U. S. Navy," and further expressing the appreciation of the Department. For this rescue Crilley was awarded a Silver Life-Saving Medal by the U. S. Treasury.

Commendation.

The Secretary of the Navy recently addressed letters of commendation to the officers and enlisted men shown below. Extracts from the letters are quoted as follows:

To Thomas J. Kirkland, former Lieutenant (jg) U.S.N.,
1205 Lyttleton Street, Camden, S. C.

"1. The Department is in receipt of a report covering the rescue by you of one Oattie M. Slone, Aviation Machinist Mate, third class, from drowning and the attempted rescue of Ensign McGuirk, U.S.N.R., from a similar fate. The record discloses that on 27 July the seaplane, piloted by Ensign McGuirk, in which you were acting as instructor, crashed to a total loss, resulting in the death of Ensign McGuirk and severe injury to yourself and Slone, A.M.M. 3rd class, the latter being temporarily paralyzed. In spite of your injury you assisted Slone to a floating pontoon. You also made several attempts, in imminent danger of being carried down with the sinking plane, to rescue Ensign McGuirk whose body was so tightly lodged in the wreckage that you were unable to release it.

"2. The Department commends you for your heroic acts as above indicated, which is considered in keeping with the highest traditions of the Navy."

To Ensign Daniel B. Miller, U.S.N., U.S.S. Saratoga.

"1. The Department is in receipt of a report regarding your rescue of Ensign Ernest W. Lemons and an unknown young woman from drowning at Long Beach, 20 May 1929. The reports indicate that Ensign Lemons, U.S.N., while swimming became caught in a strong undertow and was being carried out to sea. Seeing his plight you immediately went to his rescue and brought him safely to shallow water.

"2. A few minutes after the above incident you noticed a young woman in distress somewhat farther out so you went to her rescue.

After great difficulty, but before you became wholly overcome by the exertion you were able to bring the young woman in question ashore in an unconscious condition. At the time these rescues were made it appears that the life guards and patrol boats were so far away that they were unable to give any assistance. Eye witnesses affirm that but for your prompt assistance both would have been drowned.

"The Department commends you for your exemplary conduct in going promptly to the rescue of the swimmers in peril in disregard of your own safety and the effective manner in which you saved their lives."

To Jesse A. Freeman, S 2c, U.S.N., U.S.S. Rochester.

"1. The Commanding Officer, USS ROCHESTER, and the Commander, Special Service Squadron, have brought to the attention of the Department your heroic conduct in rescuing a woman from drowning.

"2. It appears that about 2300 on 9 November, 1928, while awaiting your regular watch on the tidal gauge located at the boat landing at Corinto, Nicaragua, your attention was suddenly drawn by a splash in the water. Shortly thereafter you discerned a woman in the water about ten yards from the gig who was struggling to keep afloat, but was apparently unable to do so. You immediately dived in and swam to her assistance, but failed to reach her until she had gone down the second time. You returned her to the gig where the crew pulled her to safety. She was found to be in an unconscious condition, but responded to artificial respiration and later departed for her home in Corinto. She gave her name as Maria Perez.

"3. The Department takes pleasure in commending you for your timely and courageous action on this occasion which undoubtedly saved the life of this Nicaraguan woman."

To William N. Brooks, Eng. 1c, U.S.N., Jessie F. Odle, BM 2c, USN, Ferrel C. Kelley, GM 3c, USN, and John E. Goodluck, EM 2c, USN, all attached to the USS S-14.

"1. The Department is in receipt of the following report from the Commanding Officer, USS S-14, concurred in by the Commander, Control Force:

'At 1015 on 5 November, 1928, at Balboa, C. Z., while #3 Main Ballast Tank of the U.S.S. S-FOURTEEN was being painted with a pre-bitumastic solution by a group of workmen from the Balboa Shops, Manuel Rubio, a laborer, was found in the tank overcome by fumes, and wedged in a frame space about twenty feet from the nearest man-hole.

'At 1250, after two hours and thirty-five minutes of desperate effort, mainly on the part of the personnel of the U.S.S. S-FOURTEEN, Rubio was extricated alive. This work required quick action in the use of first aid, and conduct far above the ordinary call of duty on the part of the rescuers.'

"2. It further appears that you, as a member of the rescue party, were particularly active and courageous. The Department, therefore, takes pleasure in commending you for your action on this occasion which undoubtedly saved the life of Manuel Rubio. Such conduct is in keeping with the best traditions of the Naval service."

Board of Visitors, Naval Academy.

The personnel of the Board of Visitors to the Naval Academy for the current year is as follows:

By the President:

Mr. Mark Sullivan - 1701 H Street, N. W., Washington, D. C.
Rear Adm. Henry T. Mayo, - 35 N. Willard St., Burlington, Vt.
U.S.N., (Retd.)
Mr. W. B. Storey - President, Atchison, Topeka & Santa Fe Railroad,
199 Lake Shore Drive, Chicago, Ill.
Mr. Arthur J. Draper - Charlotte, N. C.
Mr. John Borden - Tower Bldg., Chicago, Ill.
Mr. Geo. Cole Scott - Richmond, Va.
Mr. M. L. Brittain - c/o Ga. School of Technology, Atlanta, Ga.

By the Vice President:

Senator Fredrick Hale, - Chairman Senate Naval Affairs Committee
Senator Jesse H. Metcalf
Senator Thomas D. Schall
Senator Park Trammell
Senator C. C. Dill

By the Speaker of the House:

Representative Fred A. Britten, Chairman House Naval Affairs Committee
Representative Guy U. Hardy
Representative A. Piatt Andrew
Representative Robert L. Bacon
Representative Morgan C. Sanders
Representative Col Bloom

ENLISTED PERSONNEL.

Chief Yeomen - Duty in Washington.

During the next Annual transfer of Chief Petty Officers in July-August, 1929, the Bureau will have three or more vacancies to fill in the rating of Chief Yeoman on duty in the Navy Department. Applications are desired from Chief Yeomen eligible for shore duty to fill these billets.

Recruiting.

Recruiting during the first six months of this fiscal year has been very satisfactory. The Recruiting Service is endeavoring to enlist only recruits of the highest possible quality in each locality and to enlist only those who we feel sure will stay with the Navy.

In order to do selective quality recruiting, it is necessary to have a waiting list. The Navy wants satisfied recruits and satisfied parents. One station has at the present time over 14,000 prospects and 179 on the waiting list. The papers of the ones on the waiting list are all made out and are in the hands of the Recruiting Officer. This is real selective recruiting, since there is something to select from, and will ultimately result in great benefit to the service.

TRANSPORTATION

Reduction in Railroad Fare.

Effective January 1st the railroad lines in the New England states, and in the states south of the Potomac and Ohio Rivers and east of the Mississippi River, have granted the military branches a deduction of five per cent from the commercial fares for non-military traffic.

This will mean a substantial saving for the Navy, especially on the transportation of applicants for enlistment in the Southeastern territory. It will also permit the routing of dependents between the East and West Coast via New Orleans without collection of approximately \$2.00 on a ticket between Washington and the West Coast.

This is a benefit to the officers and dependents during the winter season, especially when transportation is frequently desired via New Orleans on account of the milder weather.

NAVAL RESERVE

Merchant Marine Reserve Commissions.

Sixty-two commissions were issued to officers of the Merchant Marine Naval Reserve, dated 15 February. This brings the total number of officers commissioned in this branch of the Naval Reserve to 2010.

Selection Board.

The selection board for selecting officers of the Naval Reserve for promotion to the grade of Captain in the Naval Reserve will convene on 5 March, 1929. It consists of the following officers: Captain Clarence A. Abele, USN, President; Captain Yancey S. Williams, USN; Captain Ralph A. Koch, USN; Captain Charles W. Early, USN; and Captain Aubrey K. Shoup, USN, members, and Commander Damon E. Cummings, USN, recorder.

Naval Reserve Flag Presentation.

Warrant to fly the United States Naval Reserve flag was delivered to officials of the Los Angeles Steamship Company on the SS CITY OF HONOLULU on Friday, 11 January, 1929, at Wilmington, California, with appropriate ceremonies.

The Assistant Commandant, Captain W. Pitt Scott, U. S. Navy, made the presentation on behalf of the Navy Department and the Commandant. The warrant and pennant were accepted on behalf of the Company by Mr. Ralph Chandler, General Manager of the Los Angeles Steamship Company. The Commander-in-Chief, Battle Fleet, was represented by Captain E. B. Fenner, U. S. Navy, while Captain Scott was accompanied by Captain A. H. Woodbine, U. S. Naval Reserve.

After the presentation ceremonies on the main deck, a special luncheon was served to the Naval Officers, officials of the Los Angeles Steamship Company and Ship's Officers. After luncheon the party inspected the vessel.

NAVAL OBSERVATORY.

A New Comet.

Schwassmann-Wachmann Comet (1929a). - A telegram announcing the discovery of a comet by Professor Schwassmann and Dr. Wachmann, of Hamburg Observatory, Bergedorf, Germany, was received at the U. S. Naval Observatory, Saturday, 19 January, 1929. The announcement included the information that it was a faint comet of about the eleventh magnitude and that the coordinates of its position for 17 January, at about 10 P. M., Greenwich Civil Time, were

$$\alpha = 5^{\text{h}} 40^{\text{m}} 32^{\text{s}}, \quad \delta = +20^{\circ} 30';$$

also that it was moving slowly at the rate of 28 seconds of time toward the west and 3 minutes of arc toward the north, daily.

An accurate observation of the comet was made Saturday night, at the earliest opportunity, with the 26-inch equatorial of the Naval Observatory by Astronomer H. D. Burton. The observation was immediately reduced on the same night and sent to the Harvard College Observatory for distribution. Apparently this was the first visual observation of the comet made in the United States. An observation by Professor Volta, of the University of Turin, Turin, Italy, was also transmitted to Harvard, through Copenhagen, Denmark. After the announcement of discovery several images of the comet were found on Harvard photographic plates, and two of the photographic positions for December 19, 1928, and January 9, 1929, respectively, were distributed.

The comet is in the constellation Taurus and is moving in the general direction of the Pleiades.

Eclipse Expedition Headquarters.

Miguel Selga, Director, Weather Bureau, Manila, has advised the Observatory by radio that a suitable site with quarters, located two hundred yards from the seashore, at the entrance of Iloilo River, has been secured for the Naval Observatory Eclipse Expedition.

Nautical Almanac Supplement.

An Aeronautical Supplement to the American Nautical Almanac has been prepared by the Ephemeris Department of the Naval Observatory, embodying certain ideas originally suggested by Lieutenant Commander P. V. H. Weems, U.S. Navy.

The initial issue will cover the four months' period from September first to December thirty-first of the current year, and is designed for use with the Nautical Almanac to furnish a means to aviators, as well as surface navigators, to obtain a daylight "fix" quickly by crossing solar and lunar lines of position.

The Greenwich hour angle of the Moon, with its variation per minute, and the declination of the Moon are given for every ten minutes of Greenwich Civil Time. The Moon's semi-diameter and horizontal parallax will appear at the bottom of each page for every eight hours.

HYDROGRAPHIC

Surveys.

1. The Hydrographic Office is preparing charts of both the North and South coasts of Cuba as rapidly as circumstances will permit, which will embody the recent surveys of these localities made by the U.S.S. HANNIBAL, and NOKOMIS. The HANNIBAL and NOKOMIS are continuing surveys of Cuba, having sailed from the Philadelphia Navy Yard early in December. The HANNIBAL has completed the survey of the Gulf of Batabano, including the Isle of Pines.

2. The V. J. Squadron 3-S is making preparations to join the HANNIBAL and NOKOMIS for further work in connection with the surveys being prosecuted by these vessels. It is believed that aerial photographs of the entire north coast of Cuba will be completed this season.

3. The U.S.S. NIAGARA is making preparations to resume surveys in the Gulf of Panama, a large part of the coming season's work being devoted to hydrography in the area including the Perlas Islands and vicinity.

ATHLETICS

Battenburg Cup Race.

During the present fleet concentration, the Utah successfully defended its title to the Battenburg cup, winning a hotly contested race. The Arkansas and Florida finished second and third, respectively.

Wrestling.

The Battle Fleet won all bouts at the interfleet meet, as follows:

Bantamweight	-	Strope, Mississippi
Featherweight	-	Whitney, California
Lightweight	-	Jenkins, Arizona
Welterweight	-	Luten, Tennessee
Middleweight	-	Watkins, California
Light Heavyweight	-	Moore, California
Heavyweight	-	Campbell, New York

Boxing.

Boxing championships won during concentration are as follows:

Flyweight	-	Pison, West Virginia
Bantamweight	-	Yarrick, Florida
Featherweight	-	Bowman, Relief
Lightweight	-	Longoria, Lexington
Welterweight	-	Gray, Wright
Middleweight	-	Laas, Control Force
Light Heavyweight	-	Denning, Richmond
Heavyweight	-	Daring, Arkansas

LEGISLATION

House Activities, 4 February.

On the call of the unanimous consent calendar, the following bills in which the Department is interested were passed:

H. R. 15577 "Disposal of material to sea scout department of Boy Scouts of America."

H. R. 13935 "Purchase of bronze bust of Lieut. James Melville Gilliss."

The bill to adjust the service credit and running mate of Lieutenant Commander Barber of the Dental Corps was objected to by Mr. Stanton.

On opposition by Mr. Taber and others, a bill for the authorization of personnel of the Army and Navy to assist in the construction of buildings for the foreign service was thrown out temporarily.

Notation was made in the record that the President had signed the following bills:

January 19th

H. R. 5528 "An act to enable electricians, radio electricians, chief electricians and chief radio electricians to be appointed to the grade of ensign."

H. R. 8327 "An act for the relief of certain members of the Navy and Marine Corps who were discharged because of misrepresentation of age."

H. R. 15249 "An act to authorize an increase in the limit of cost of alterations and repairs to certain naval vessels." (Oklahoma and Nevada)

H. R. 14660 "An act to authorize alterations and repairs to the U.S.S. CALIFORNIA."

H. R. 14922 "An act to authorize an increase in the limit of cost of two fleet submarines."

H. R. 5617 "An act to limit the date of filing claims for retainer pay."

H. R. 7209 "An act to provide for the care and treatment of naval patients, on the active or retired list, in other Government hospitals when naval hospitals are not available."

January 25th

H. R. 12379 "An act to repeal Section 1445 of the Revised Statutes of the United States." (repealing prohibition against retirement of officers in junior grades for age, and authorizing retirement of dentists at sixty-four instead of seventy as in some cases at present).

Legislative Summary.

The material of the Navy has been most gratifyingly cared for by Congress in this session. The most recent event was the passage of the much-discussed Cruiser Bill and its signature by the President. In its final form this bill calls for the laying down of five cruisers a year, beginning this fiscal year, (before July first) for the next three years, and one aircraft carrier. The first, third, and each alternate successive cruiser must under the law be built at a Navy yard.

Other recent acts affecting material are:

- (a) Authorization of the modernization of the Pennsylvania and Arizona.
- (b) Increase in authorized limit of cost of California.
- (c) Increase in authorized limit of cost of two fleet submarines now under construction.

- (d) Increase in authorized limit of cost of modernization of Oklahoma and Nevada.

With regard to personnel matters, two major questions have not at this date (February 15th) been finally acted upon: The Personnel Bill (Britten Bill) which passed the House in December has been reported favorably from the Senate Naval Committee and is now awaiting action by the Senate. The joint resolutions for investigation of pay have not yet been acted upon but the Secretaries of War and of the Navy have requested favorable action and it is more than possible that such action will be taken before the adjournment of Congress, with, as a result, a full investigation in the next Congress, and it is hoped, a much-needed revision of the pay laws.

The warrant officers' pay bill has finally been passed and is awaiting signature by the President.

The minor personnel bills noted in the last bulletin as awaiting signature by the President have been signed and become law, namely:

- Appointment of electricians to Ensign.
- Limitation on date of filing claim for retainer pay.
- Treatment of Naval patients in Government hospitals when naval facilities are not available.
- Relief of men discharged for fraudulent enlistment on account of misrepresentation of age in war period.

The following additional minor bill has also been enacted:

H. R. 12879 "An act to repeal Section 1445 of the Revised Statutes of the United States" (Repealing prohibition against retirement of officers in junior grades for age and authorizing retirement of dentists at sixty-four instead of seventy as in some cases at present).

H. R. 5713 - "To permit warrant officers to count all active service rendered under temporary appointment as warrant or commissioned officer in Regular Navy, or as warrant or commissioned officer in Naval Reserve Force, for purposes of promotion to Chief Warrant rank" - has passed both House and Senate.

H. R. 7495 - "Recognition of meritorious service performed by Lieutenant Commander Ellsberg, Lieut. Hartley and Boatswain Richard E. Hawes" has also passed.

The appropriation bill for the Navy for the next fiscal year has passed the House and has been reported to the Senate. The Senate Report includes appropriations for beginning the five cruisers for this year and the five for the coming fiscal year